



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	CORUNNA, MI	<b>Accident Number:</b>	CHI89FA061
<b>Date &amp; Time:</b>	03/22/1989, 1430 EST	<b>Registration:</b>	N66688
<b>Aircraft:</b>	CESSNA 150M	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

AS THE STUDENT PILOT WAS PRACTICING STALLS, THE AIRCRAFT ENTERED A DESCENT & COLLIDED WITH SNOW COVERED TERRAIN. NO KNOWN WITNESSES SAW THE AIRCRAFT BEFORE IT IMPACTED THE GROUND, BUT A MOTORIST SAW A PLUME OF SNOW. WHEN HE INVESTIGATED THE OCCURRENCE, HE DISCOVERED THE PLANE HAD CRASHED. THE PLT WAS STILL ALIVE & STRAPPED IN THE AIRCRAFT. HE RPRTD TO PARAMEDICS, 'IT WAS MY FAULT, I WAS PRACTICING STALL . . .' LATER, HE SUCCUMBED TO HIS INJURIES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE STUDENT PILOT TO MAINTAIN SUFFICIENT ALTITUDE TO RECOVER FROM A PRACTICE STALL MANEUVER. A FACTOR RELATED TO THE ACCIDENT WAS: THE PILOT'S VISUAL PERCEPTION OVER SNOW COVERED TERRAIN.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

1. STALL - INTENTIONAL
2. (F) TERRAIN CONDITION - SNOW COVERED
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/01/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	36 hours (Total, all aircraft), 36 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N66688
<b>Model/Series:</b>	150M 150M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15076211
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/25/1988, 100 Hour	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	85 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4142 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	SABOURIN, DENNIS	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	SABOURIN, DENNIS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAN, 860 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1448 EST	Direction from Accident Site:	245°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C / -11° C
Precipitation and Obscuration:			
Departure Point:	FLUSHING, MI (3DA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1325 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	01/22/1991
Additional Participating Persons:	PHILIP DASPIT; BELLEVILLE, MI		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).